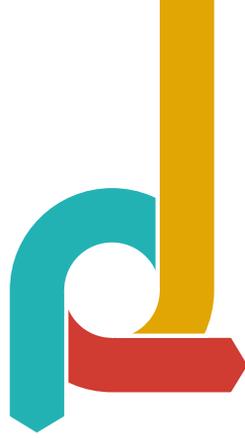


STATE OF LOUISIANA

Transportation Infrastructure Investment Plan







THE NEED IS GREAT

The needs are well-documented and indisputable. Louisiana is on the wrong end of most lists concerning infrastructure investment and the impact is severe. Louisiana citizens pay some of the highest automobile insurance rates and significantly more for automobile repairs than our southern neighbors due to a lack of resources to address critical rehabilitation of our existing system. The congestion and backlog continues to grow. Due to the lack of investment, our citizens and visitors waste time and fuel sitting in traffic resulting in reduced productivity and quality of life. There has not been an increase in state fuel tax revenues since 1989, resulting in a 56% reduction in buying power from inflation alone. The trend must be reversed.

THE TIME IS NOW

Louisiana's transportation system is disproportionately large...

10TH

Largest highway system to maintain



16,635

Miles of roadway



12,788

Bridges



70

Airports



39

Deep, shallow and coastal ports



19

Freight railroads

and we have significantly underinvested...

50TH

ranked state overall in transportation investment*



44TH

lowest gas tax in the United States*

28 YEARS

without gas tax increase

44

states have increased their gas tax since Louisiana's last increase*

while our citizens suffer from extreme traffic congestion.

41%

Increase in urban road usage in last **10 years**, while system has expanded less than **1%***



31 HOURS

Traffic delays per year*



12M

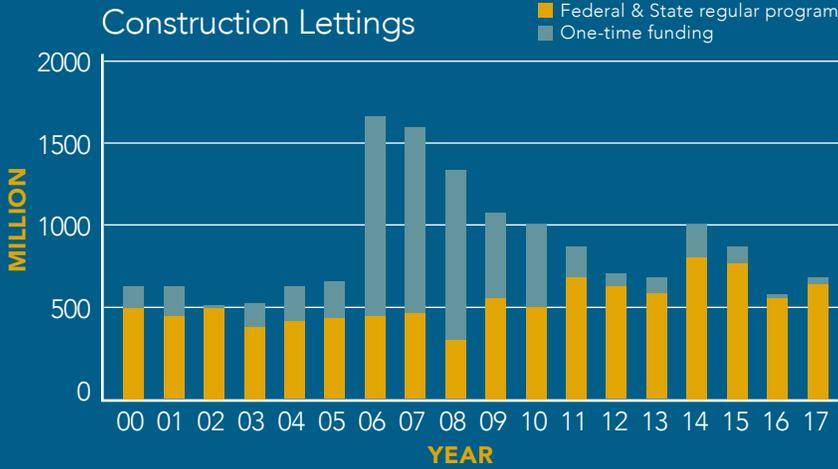
Extra gallons of excess fuel per year*



\$700/YR

Additional cost in vehicle damages due to road conditions in Louisiana's three largest cities*

DOTD Profile

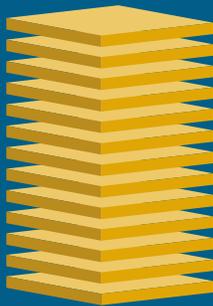


6,907
to
4,253
-38%

Staff reduction
in the past 31 years

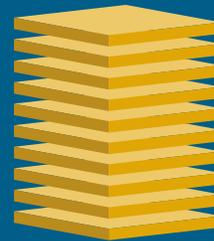
THE NEED IS GREAT
THE TIME IS NOW

\$13.1B



Backlog

\$10.6B



**Capacity &
megaprojects**

GUIDING PRINCIPLES

In June 2016, the Governor's Task Force on Transportation Infrastructure Investment was created and charged with identifying and recommending how the State should invest in transportation. More specifically, they were charged with making actionable recommendations to maintain the existing system and finance the construction of much needed transportation projects. Their plan calls for a balanced solution to the myriad of competing goals and objectives for the Louisiana transportation system of the future. To provide direction and context for the development of the plan, the following guiding principles were established:

Fix the problem.

Produce adequate additional resources to substantially reduce the backlog of rehabilitation needs and build the capacity/mega projects. Implement indexing to maintain an adequate level of investment.

Dedicate all new revenue to the Transportation Trust Fund (TTF).

Ensure any new revenues flow into the TTF to enjoy current constitutional protection from diversion to other needs.

Execute the Louisiana Statewide Transportation Plan (LSTP) – do not reinvent the wheel.

Respect and comply with the LSTP. The programs and projects have been extensively vetted by the public and approved by the legislature.

Ensure infrastructure improvements promote and enhance economic development.

Be forward-thinking and provide infrastructure solutions to attract and support economic expansion and job creation.

Support greater authority and control of project and investment decisions at the local level.

Provide additional resources to the local authorities to address local transportation issues, projects and priorities.

Leverage the use of all available tools for infrastructure investment.

Provide flexibility to promote and employ best practices for alternative delivery methods, innovative financing techniques and public private collaboration.

Employ a balanced approach to investment allocation.

Be balanced to address the full range of transportation infrastructure goals and objectives as well as provide benefits to the many diverse constituencies supported by infrastructure investment, including, but not limited to:

- Preservation of existing facilities and construction of new facilities for congestion relief
- Urban needs and rural needs
- Resources that compliment modes of transportation in addition to roads and bridges
- Debt financing and pay-as-you-go new

THE PLAN

Based on its study of Louisiana’s transportation issues and needs, the Governor’s Task Force recommended a number of resolutions to address these various needs. Chief among these recommendations is an additional \$700 million annually for multimodal transportation in Louisiana through an excise fuel tax and other sources. The Task Force arrived at this number by studying the LSTP and the possible funding gap between needs, improvements, and potential revenues and those that will accrue over the timeframe of the LSTP. The LSTP identified four possible funding scenarios and the Task Force determined that only scenario four, the indexed annual increase of \$700 million, will address both current transportation needs and deliver Megaprojects A and B.

The needs estimate is broken down into the following categories, which are covered in-depth in the following pages:



Preservation



Capacity



Highway Safety



Highway Operations



Local Government Assistance



Multimodal

	FY 2017 Budget \$	% Budget	Addl. Invest \$	New Total \$	New % Budget
Preservation	365	42%	245	610	39%
Capacity	95	11%	295	390	25%
Highway Safety	75	9%	21	96	6%
Highway Operations	88	10%	56	144	8%
Local Government Assistance	156	17%	42	198	13%
Multimodal	91	11%	42	133	9%
TOTAL (\$M)	870	100%	701	1571	100%



PRESERVATION

Preservation is the broad funding category to address the rehabilitation and repair of existing roads and bridges in the state. This category accounts for almost half of the backlog of needs (\$6 billion). The category is further broken down to outline investment in the interstate system (the federal government’s highest priority) and the rest of the state highway system. It also outlines

investment in both state and local bridges. Unlike roads, the state DOTD does inspect all bridges in the state and provides resources for local bridges through the Off-System Bridge program. It is envisioned that a combination of pay-as-you-go and smaller bond financing packages will be utilized to address and expedite progress against the backlog.

Budget Line Item	FY2017 Budget \$	% Budget	Preferred Increase	FY 2018 Budget \$	% Budget
Non-Interstate Pavement	143	16%	57	200	13%
Interstate Pavement	84	10%	16	100	6%
Bridge Preservation - State	123	14%	127	250	16%
Bridge Preservation - Local	15	2%	45	60	4%
SUBTOTAL (\$M)	365	42%	245	610	39%

Baton Rouge and New Orleans make up **2 of the nation’s 5** worst regions for truck commerce.



42

states have better pavement conditions*



47

states have better bridge conditions*



45

states have lower vehicle fatality rates*

The capacity category addresses building additional lanes and/or completely new facilities in order to relieve traffic congestion and improve mobility. There are two funding categories that address capacity enhancements; regular and megaprojects. Examples of regular capacity projects would be interstate widening or interstate interchanges. These projects are typically very

expensive and range from \$35–\$75 million. At the current level of investment, they consume a disproportionate share of the annual construction budget and as such the state only builds a few of these projects each year. This is the category where the remaining two TIMED projects are being funded.

REGULAR CAPACITY

Budget Line Item	FY 2017 Budget \$	% Budget	Preferred Increase	FY 2018 Budget \$	% Budget
SUBTOTAL (\$M)	70	8%	30	100	6%

The megaprojects are those contained in the A and B list of the LSTP. These are very large projects that typically cost over \$100 million to construct and are currently unfunded based on the existing level of resources. It is anticipated that alternative delivery techniques, debt financing, tolling and public private partnerships will be employed to expedite delivery of these projects.

With additional investment, the megaprojects outlined in the A and B list of the LSTP can begin

comprehensive and aggressive preconstruction activities. Preconstruction activities include; environmental clearance, permitting, right-of-way acquisition, utility relocation, design and procurement for construction services. A comprehensive schedule for construction will be developed to track projects based on the extent of preconstruction services necessary. It is envisioned that bonds will be sold as projects become ready for construction.

MEGAPROJECTS

Budget Line Item	FY 2017 Budget \$	% Budget	Preferred Increase	FY 2018 Budget \$	% Budget
SUBTOTAL (\$M)	25	3%	265	290	19%

TOTAL CAPACITY	95	11%	295	390	25%
-----------------------	-----------	------------	------------	------------	------------

PRIORITY A MEGAPROJECTS

Project	Total Cost (\$M)
Alexandria/Pineville Beltway: Beltway (Segments "E, F, G, H, I"/Red Route) From LA 28 East to LA 28 West - Build/upgrade 4-lane highway (Relocate LA 28 south of urban area)	\$175
Coastal Access Channels: Deepen coastal access channels	\$300
Florida Avenue (TIMED): Bridge and Approaches - New bridge and approaches	\$270
I-10 (Calcasieu River Br./Approach): I-210W to US 90 (Lake Charles) - Widen to six lanes	\$450
I-10: I-110 to I-12 (Baton Rouge) - Widen 6-lane to 8-lane	\$320
I-10: LA 42 to LA 74 - Widen 4-lane to 6-lane & new interchange	\$100
I-10: LA 93 to I-49 - Widen 4-lane to 6-lane	\$100
I-10: TX SL to LA 108 - Widen to six lanes	\$65
I-10: UPRR Overpass (Lake Charles) to I-210 - Widen 4-lane to 6-lane	\$50
I-10: Williams Blvd. (LA 49) to Vetrans Blvd. - Widen to eight lanes	\$150
I-12: LA 21 to Airport Rd. (to I-10/I-59) - Widen 4-lane to 6-lane	\$170
I-20: LA 3 to I-220 E - Widen to six lanes	\$90
I-20: LA 546 to LA 594 (Monroe) - Widen to six lanes	\$220
I-20: Red River Bridge (I-49, Shreveport to Traffic Street, Bossier City) - Widen to six lanes	\$135
I-49 South: I-10 to Lafayette Airport - Upgrade to freeway	\$750
I-49 South: Raceland to Des Allemands - Upgrade to freeway	\$190
LA 23: Belle Chasse Tunnel (New Orleans) - Build 4-lane bridge	\$180
LA 3241 (TIMED): I-12 to Bush - New 4-lane	\$230
MS River: Deepen River to Baton Rouge	\$300
Port of New Orleans: Napoleon Avenue Container Phase II & III	\$550
Total Costs	\$4,795



PRIORITY B MEGAPROJECTS

Project	Total Cost (\$M)
Baton Rouge North Bypass: I-10 to I-12 (Baton Rouge) - Build/upgrade to 4-lane freeway, upgrade existing or build new MS River Bridge	\$1000
Houma-Thibodaux NS Connection to LA 3127 (Interstate Access Highway Phase I): US 90 to LA 3127; LA 3127 - Purchase ROW for four lanes: Build out two lanes of new alignment; Widen LA 3127 (LA 3123 to LA 70)	\$550
I-10: Elysian Fields Ave. to Bullard Ave. (New Orleans) - Widen, implement ITS	\$225
I-10: LA 74 to LA 22 - Widen 4-lane to 6-lane	\$80
I-12 Interchange Upgrade Projects: I-12 at LA 21, US 190, LA 434 and Northshore Blvd. - Reconstruct Interchanges	\$160
I-12: Satsuma to I-55 (S. Satsuma Rd. - I-55) - Widen to six lanes	\$180
I-49 North (Inner City Connector): I-20 at I-495 to I-220 at I-49N Shreveport - New 4-lane freeway	\$380
I-49 South: Extend West Bank Expressway (Ames Blvd. to Westwego) - Upgrade to freeway	\$150
I-49 South: Wax Lake outlet to Berwick - Upgrade to freeway	\$250
LA 1 Connector: I-10 to LA 1 - Build 4-lane	\$125
LA 1 South: Golden Meadow to Leesville (Phase 2) - Complete 2-lane elevated roadway	\$320
LA 511 (J. Davis Bridge): 70th St. to Barksdale Blvd. (Shreveport) - Construct new 2-lane bridge	\$60
Loyola Drive/I-10 Interchange, Kenner: Reconstruct Loyola Interchange (Improve access to new Louis Armstrong N.O. International Airport Terminal) - Reconstruct Interchange	\$90
New Bridge: Ouachita River in Monroe - New bridge & connections	\$350
New MRB: LA 1 to LA 30 - New MS River Bridge	\$800
Pontchartrain Causeway: US 190 to I-10 - Raise SB Railing, Safety Bays, 10-foot shoulders	100% Toll Funded
Rail: Baton Rouge to New Orleans Intercity Passenger Rail - Passenger/Freight Rail	\$262
Rail: New Orleans Rail Gateway Project - Rail Gateway	\$700
US 84: Archie to Ferriday (El Camino) - Widen 2-lane to 4-lane	\$85
Total Costs	\$5,767





HIGHWAY SAFETY

Due to the critical importance of safety to the traveling public, there is special federal funding for safety programs; as such, it has its own funding

category. It is a modest but very important category and includes funding to improve the safety of highway railroad crossings.

Budget Line Item	FY 2017 Budget \$	% Budget	Preferred Increase	FY 2018 Budget \$	% Budget
Roadway Safety	66	7%	6	72	4%
Rail/Highway Crossings Devices	9	1%	15	24	2%
SUBTOTAL (\$M)	75	9%	21	96	6%



HIGHWAY OPERATIONS

The state DOTD is not only responsible for the construction and maintenance of the infrastructure in the state—it must also operate the system. This category contains a number of sub categories that are vital to the safe and efficient operation of the

state system. There is heavy emphasis on traffic/incident management as well as signals, lighting and other facilities. The DOTD also operates several ferries and rest areas funded from this category.

Budget Line Item	FY 2017 Budget \$	% Budget	Preferred Increase	FY 2018 Budget \$	% Budget
Traffic Operations	50	6%	30	80	5%
Other (Weigh Stations, Ferries, Rest Areas, Movable Bridges)	38	4%	26	64	3%
SUBTOTAL (\$M)	88	10%	56	144	8%



LOCAL GOVERNMENT ASSISTANCE & MULTIMODAL

Local programs provide funding for the urban system programs managed by the Metropolitan Planning Organizations (MPOs). This also shows Parish Transportation Fund (PTF) allocations to the parishes. The PTF is currently providing 1.5¢ or \$47 million distributed by formula to the parishes.

Funding for the DOTD road transfer program and the new additional local assistance program provides additional spending flexibility to local governments.

The multimodal category provides funding to the other modes of transportation, including the Port Priority, Aviation Priority and Rail programs.

Budget Line Item	FY 2017 Budget \$	% Budget	Preferred Increase	FY 2018 Budget \$	% Budget
LOCAL PROGRAMS					
Urban System	68	8%	4	72	5%
Transportation Alternatives Program	11	1%	0	11	1%
Parish Transportation Fund	47	4%	8	55	3%
Road Transfer Fund	30	3%	0	30	2%
Additional Local Assistance	0	0%	30	30	2%
SUBTOTAL (\$M)	156	16%	42	198	13%
MULTIMODAL					
Transit	5	1%	10	15	1%
CMAQ	8	1%	0	8	-
Ports Program	40	5%	30	70	5%
Aviation Program	28	3%	0	28	2%
Intermodal Connectors	10	1%	2	12	1%
SUBTOTAL (\$M)	91	11%	42	133	9%

RESULTS & BENEFITS

PRESERVATION



2015-2016

420 Projects

2157 Miles

\$1.3B Expenditure

2017-2018

696 Projects

3105 Miles

\$2.2B Expenditure

CAPACITY



2013-2016

12 Projects

21 Miles

\$195M Expenditure

2017-2018

39 Projects

66 Miles

\$642M Expenditure

HIGHWAY SAFETY



2015-2016

156 Projects

\$165M Expenditure

2017-2018

246 Projects

\$261M Expenditure

HIGHWAY OPERATIONS



2013-2016

73 Projects

296 Miles

\$64M Expenditure

2017-2018

95 Projects

385 Miles

\$82M Expenditure

INDEXING

In order to preserve the value and buying power of an increase in revenues for the Louisiana Transportation Infrastructure, some form of tax indexing is necessary and prudent.

There are a number of indices (such as the Consumer Price Index or CPI) that can be employed to mitigate the effects of inflation, vehicle fuel efficiencies, etc.

It is also contemplated that implementation of indexing could be phased in over a period of years and adjusted at variable time intervals.

Indexing is a best practice that is being successfully employed in other states.

*** Statistics provided in this document that have been marked with an asterisk have been sourced from various publications provided by the following organizations:**

American Association of Highway and Transportation Officials (AASHTO)
Federal Highway Administration (FHWA)
Institute of Taxation and Economic Policy (ITEP)

TRIP, a national transportation research group
Texas Good Roads Association

Those statistics without an asterisk have been provided by the Louisiana Department of Transportation and Development (DOTD)

THE TIME IS NOW



Inability to match federal funds



Economic opportunities and jobs...lost



Backlog and congestion continue to get worse



No realistic opportunity to revisit until 2021

THE PLAN IS AFFORDABLE

Increasing revenues by \$700M will cost the average driver less than \$20 per month. These costs will be more than recouped in reduced automobile repair costs, wasted time and fuel.

\$700M
(annual program increase)



\$20/mo
(1000 gallons/year)

